



# Redstone Arsenal Flying Activity Monthly Newsletter

Redstone Arsenal  
Flying Activity 

ISSUE 5-2006  
May 2006

## TO TIE OR NOT TO TIE

As you know flying at Redstone involves securing the airplane after your flight. We all tie the airplanes down, although some better than others. Is it really important? You better believe it. The proof is in the damage.

In this case some of the ropes were broken. This was the cause of us changing from the metal locking bar to the current system. Part of the problem with the old system was old ropes. Remember that airplanes want to fly. Given any excuse an airplane will convert wind to lift and try to break its moorings. If the mooring lines are not tight, you inject inertia to the equation.



*Pictures are from the storm of October 2001. Tie-downs failed and we lost some airplanes with that one.*



Ok we've established that proper tie-downs are important. I'm sure your next question is; HOW? We use what I call a double locking half hitch. If someone has a better name, please educate the rest of us. I know you've all seen it, so I won't try to describe it here. That locking half hitch won't help if the ropes are not tight. Most of us tie the knots tight, but the ropes are a different matter. Try this: Position the airplane with the wing anchor loops directly over the ground attach points. Then pull the wing ropes as tight as possible and tie them. Position a chock in front of the left tire, then push the airplane back and re-chock, making the wing ropes taut. Now pull the tail back as tight as possible and tie. Check the ropes. Any slack? Push the airplane back, re-chock, and retie the tail. You can push pretty hard (no don't get your car and tow it back). Don't forget the second chock, gust locks, and the gust buffers on the rudder.

If you're not sure of the proper technique ask an instructor or Mike, Derek, or Telton in maintenance for help.



*Although we suffered hail damage a few weeks ago, all of the tie-downs remained secure. Shifted footprints but still secure.*



Although we suffered hail damage a few weeks ago, all of the tie-downs remained secure. As pilots we are responsible for our aircraft until the flight is over and the paperwork done. If we treat our airplanes with respect, we can enjoy flying them for years to come. Keep them clean, fueled, oiled, and properly secured for the next pilot. -Dan Malcolm

**Business Manager's Corner**

*Tim Thompson*  
Business Manager

**Improvements:** During the month of May you may have seen some new items around the activity.

New computers have been installed in the lobby and flight planning area. We ask that you please keep fingers off the flat screen monitors.

The Garmin 430 for N9791F has arrived and will be installed after the Open House.

**Ramp Repair:** As you can see, this work is still in progress. We have received more quotes to fix the ramp since the last newsletter. These quotes were far more expensive than the first by more than 15K. We have not received any word from the SEABEES, however we are going to try and repair the broken asphalt ourselves before the Open House.

**Veteran Eligibility:** Redstone Arsenal MWR is offering a new service to all Honorably Discharged Veterans holding a Form DD-214 (proof of Honorable Discharge). This money saving membership gets you access to Redstone Arsenal and many of the MWR services and programs you enjoyed while serving our country. Whether you served two years or ten years, this great MWR Membership is just for you. So if you know of anyone who has been Honorably Discharged and would like to join the Flying Activity or some of the other services, have them bring their DD-214, valid picture identification, and vehicle registration to our Membership services office (830-9175) located in Building 1500, Weeden Mtn. Rd. 9:00 am to 4:00 pm Monday-Friday.

**Courtesy and Rules:** Over the last month, (now that the flying is picking up) I have noticed something. Individuals are not pulling the aircraft that are backed up to the parking lot out of their tie down spots and onto the center line. This is a NO-NO. The RAFA SOP, 3.11.1 states that you will move the aircraft into a position to prevent blowing debris hazards to prevent blowing debris hazards to persons and vehicles. So besides being a rule also be courteous and don't sandblast the cars and person in the parking lot.

### **Redstone Arsenal Flying Activity Advisory Council**

The advisory council is in place to represent and serve all members of the Flying Activity. Please feel free to contact the council member of your choice with any suggestions you feel might benefit our operation. Likewise if you have concerns feel free to bring those forward as well. We have a fantastic on-going operation but there's always room for improvement. Your input is an integral part of our success.

#### **Advisory Council Members**

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## Chief Instructor's Corner: Give Me a Brake !!

There I was.... At touchdown, small airstrip, landing a bit long and fast with a CFI student at the controls; airplane veers moderately to the left when attempting to slow and my student passes along that famous statement: "You've got it!". We had lost the right brake on the Cessna 172 RG and my student had relinquished controls to the PIC (me!) with about 1500 ft remaining on the runway. It was at that time when I contemplated registering for that truck driving school, what was it? Truckmasters, I believe, and trying another occupation!



**Max Gurgew**  
Chief Flight Instructor

With only the left brake, I wondered if it would be better to have lost both brake systems... what was I going to do with just one? The grass on the left side of the runway looked inviting to assist in slowing down; that's what I did, pulled into the grass (this area was smooth and occasionally used as a taxiway) as the trees began to grow in the windscreen. Full aft stick (go-around was not an option with that long touchdown!); in the grass, still too fast. Trying to slow, slightly pumping that left brake, but just a bit at a time as I could not afford much of the resulting left pulling tendency. Trees covering the forward vision now....grass a bit moist; full left brake, now, kept the stick aft and a welcomed 180 degree maneuver ensued. Now facing the opposite direction but finally stopped. Heart rate of 347 beats/min.... seat cushion with a new permanent crease.....my CFI student exclaiming "COOL!".

I also had the "pleasure" in witnessing a Grumman single engine airplane render a beautifully restored Waco airplane "tailless" as one brake system failed during a higher than normal-speed taxi session (Grumman's rely solely on differential braking for steering). Yes, Grumman metal propeller, moderate RPM, into the vertical stabilizer of the fabric covered Waco! Wood splinter projectiles, bits of fabric reaching skyward.....Me, ducking for cover!

We take the operation of the brake systems for granted. If you ever experience the loss of a brake, your view of the world changes! At Redstone, we have very competent and thorough mechanics and subsequently, our airplane systems are well maintained. However, the pilot is the final authority in assuring the aircraft is airworthy prior to flight. Yep, this includes the brakes! Most airplanes have two independent brake systems, left and right. In the Cessnas, these independent systems consist of separate fluid reservoirs, master cylinders, and the slave cylinders on each main wheel disc; the Piper has a single reservoir for the otherwise independent systems. During the preflight, we must inspect the entire brake system. The Cessna reservoir and master cylinder assemblies are attached to and under the pilot's rudder/brake pedals. Tiny things with a terribly small fill cap. Look at these two puppies during the preflight. As a minimum, look for hydraulic fluid leakage and security in that area. In checking the fluid, you may want to ask Derek or Mike for assistance as those yellow caps are tricky to remove and replace. At the slave cylinder on the main wheel assembly, look for leakage of hydraulic fluid (red stuff, MIL-H-5606 spec); also, check security and inspect the brake disc pads for thickness, evaluate for cracks, and look at the rotor disc for deformation and smoothness. Once in the airplane, insure the brake action is similar on each system (Left and Right). If you notice one with more sponginess or if one pedal travels lower than the other, have maintenance look at it.

Be kind to your brakes and keep your airplane happy! Maintain lower engine power settings to allow for speed control and don't rely solely on the brake systems for taxiing if possible. Normal nose wheel steering should be accomplished by the rudder-steering system and only supplemented by the brakes. I know, some of the airplanes have weak nose wheel steering but we can still maintain this as the primary means. Learn your brake system, keep that taxi speed slow, and always consider options in the event one system fails.

-Max



## N9791F is now 180 HP

Our beloved 9791F has enjoyed an STC conversion and is now rated at a full 180 HP. The original engine in this aircraft was a 180 hp de-rated to 160 hp. We purchased the STC (supplemental type certificate) conversion to raise the power output to 180 hp. This included installing a new propeller with a flatter pitch, a new tachometer to indicate new operating ranges, an airspeed indicator with new operational speeds, and a newly calibrated EGT. The empty weight remains the same but the gross weight (thereby payload) has been increased by a full 100 pounds! Most of the performance figures have also enjoyed positive changes and are indicated in the POH supplement and Fly-Away books. The written test for the C-172s has been updated to reflect these changes. There are no additional check-out requirements to fly this aircraft.



Pilot Scott Brown flying a short field 180 hp take-off

**PLEASE AQUAINT YOURSELF WITH THE NEW PERFORMANCE DATA AND POH ADDENDUMS BEFORE TAKING HER UP !**

## Maintenance Manager's Corner

### Maintenance Update:



Derek Romine  
A&P Mechanic

**N29RM:** During the last 100 hr. inspection a metal washer was found in the oil screen. The washer was sent off to Lycoming for analysis and they confirmed it to have originated from the fuel pump. The engine suffered no damage, the fuel pump was replaced, the inspection completed, and its back on line. The previous hard starting problem has also been eliminated.

**N4884T:** The Arrow is on the ramp, waiting for parts and FAA paperwork to complete the Annual inspection. Its almost a flight test away from being back on line.

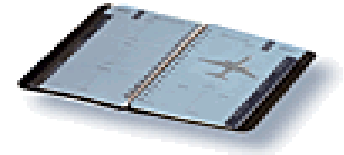
### BIRD BLOCKS/ SUN SCREENS

It is that time of the year when we must use extra caution regarding nesting birds. We all know that the nests are a very serious fire hazard. Be careful and check every time you pre-flight any airplane. It is also time to concentrate on replacing the sun-screens. Direct sun plays havoc on the avionic equipment



# UPCOMING EVENTS

**Flying Activity Cookouts:** Just a reminder that each Saturday between 11:00 AM and 1:00 PM the Redstone Flying Activity cooks hamburgers and hotdogs for anyone wishing to partake.

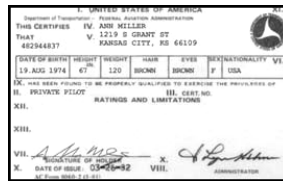


**Sales and Purchases:** Reminder that there is a volunteer in the office between 9:00 AM and 2:00 PM on Saturdays. If you have a need to purchase equipment.

## Flight Accomplishments

### New First Solos

- Ramey Maddox** 03-29-06  
CFI: Scott McManus
- Ken McDonald** 04-20-06  
CFI: Jim Covington
- Tyler Englestad** 04-23-06  
CFI: Rob Lindstrom
- Mike Baysinger** 04-27-06  
CFI: Scott McManus



**Congratulations !!**

## Question of the Month Winner

**April Question:** According to the AIM 3-5-2 Military Training Routes (or MTRs) above 1500' AGL are designated by a (3) character number (VR951) and normally flown IFR. MTRs under 1500' AGL are designated by a (4) character number (VR1004). Route widths can extend several miles either side of the depicted route. Contact the nearest FSS facility to the route for up-to-date information. Pilots BEWARE !!

Last month's question winner is:

**David Requelmy**

**Congratulations - Good Job !**



Off the line & Pointed at the pump

INCORRECT



Fueling Techniques



On the line & Parallel to the pump  
Chocked & Grounded

PERFECT

## QUESTION OF THE MONTH ... WIN a \$50.00 Flying Credit !!

Capt. Joe checked with Macon FSS and was advised the MTRs he would be crossing were not scheduled to be active. Now in the air and on his way to Middle Georgia Reg. airport at Macon, Ga. (MCN), he decided maybe he should start planning his landing. He's flying at 6500' and its 10:00pm local time. He wondered if there would be an approach control facility and control tower serving MCN to assist him. He needs all the help he can get. Can you advise him of what to expect and who to contact ?

**Place your answer with your name and ID number in the suggestion box by May 28 for a chance to win a \$50 flying credit. Winner will be announced in next month's issue.**

**Redstone Arsenal Flying Activity****MISSION STATEMENT**

*To provide our members with affordable, high quality flight instruction, and a diverse fleet of rental aircraft which meet their local and cross-country flying needs, maintained to the highest safety standards in the industry.*

*Our goal is to be the premier flight training facility in northern Alabama, and through professionalism, safety and customer satisfaction remain a model for military flying clubs throughout the world.*

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Flying Activity**



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**Items of Interest Corner****Special Prices**

We've got the Lowrance Airmap 1000 and the 2000 (color) on sale for \$480 and \$750. These units retail for \$599 and \$999. Get yours today while supplies last.

**Instrument Ground School**

Instrument ground school starts May 23. Anyone interested in attending please contact Ms. Mildred Lancaster at the flying activity. Instructors are Max Gurgew, Craig Cruzen, and Ed Myszka.

**Special Thanks**

A special thanks goes to **Paul LaHoud** from all of us for updating the data on the outside covers of the Fly-Away books and aircraft check-lists. Great job Paul -Thanks from everyone.

**Central Daylight Time !!**

Remember we're on central daylight time (CDT). Zulu time is now five hours ahead of us instead of six.

**Safety Meeting**

Tentative dates for upcoming safety meetings are June 12 and September 21. Mark it on your calendar.

**You might be a redneck pilot if:**

- Your stall warning plays Dixie.
- Your cross-country flight plan uses flea markets as checkpoints.
- You think sectional charts should show trailer parks.
- You have mud flaps on your plane's wheel pants.

**Weather Station is Up**

For those of you that haven't noticed we now have a weather station reporting in the flight planning area. We will be working with IT to try and add the information from the station to our Website.

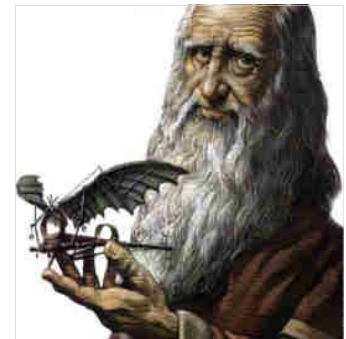
**VFR into Class B ?**

Terminal charts are now available for Memphis, Atlanta, New Orleans, etc.

**Don't leave home without one !**

**OPEN HOUSE**

May 13th is approaching fast. Hope you're planning to bring all your friends. Volunteers are appreciated and can sign up in the office.

**The Wash & Wax Deals**

are going great. There are a couple of airplanes left if anyone's interested. Good job on those completed. Let's try to keep the fuel hose off the aircraft when re-fueling. The black marks on the cowling and leading edge of the wings look bad and are difficult to remove.

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